

Wall Street Securities Weak, Following London Slump—Mergenthaler Leads Here

NEW YORK MARKET VERY DULL, WITH PRICES STRONGER AFTER WEAK START.

NEW YORK, October 19.—The stock market opened at fractionally lower prices, but trading has been dull and almost entirely professional. Steels and rails have been leading the market within a narrow range of prices. While stocks are strongly supported, the impression seems to be that the market on the whole is timid about taking on further losses in securities. In the meantime professional men are selling on the bulges and buying on the breaks.

NEW YORK, Oct. 19.—The stock market opened at fractionally lower prices, ranging from one-eighth to a full point, and in the early trading sold lower, due to a drive by local bears who thought the situation ripe for the success of their operations. American stocks had been weak in London all seemed to respond to pressure.

After an hour's effort to drive down prices, however, the effort was suspended, as it soon became evident that the support of the market was sufficient to head off a successful break in prices. St. Paul, Union Pacific, and the Steels showed considerable buoyancy even in the early trading, all of them rallying slowly. This specially disheartened the bears and effectively stopped the laying out of long lines of stocks for a fall.

Notable firmness was displayed by Rock Island in response to the announcement of the placing with foreign bankers of another block of St. Louis and San Francisco bonds, this being taken as an indication of the confidence of conservative investors in a property looked upon until very recently as a weak link in the Rock Island chain.

The selling in Steel appeared to be largely for bear account, and it was said that the outlook for earnings was not good as to warrant a resumption of dividends on the preferred stock in the not distant future. The market was, however, they could see evidence that some of the profits realized in Steel were going into the Southern railroad, and appeared to be well bought in anticipation of rights of substantial value, but not without standing that the story of the issue rights on Northwest was generally credited the latter stock appeared to be entirely neglected.

Interest in Pennsy Stock. Considerable interest centers in the forthcoming announcement of the Pennsylvania Railroad Company with reference to its proposed issue of stock. The directors of the company are out on the annual tour of observation and upon their return, when the November dividend is taken up, it is likely that the announcement regarding the increase in the capital stock will be made public.

As generally understood the proposition consists of a new issue of stock amounting to \$50,000,000 or more, proceeds of the sale of which will be used to retire \$50,000,000 of the old stock, which mature next March, and \$20,000,000 of 6 per cent bonds, which mature in July next year.

The Pennsylvania Company for many years has never cut a dividend. During the period of its greatest expansion and in the subsequent time of completing its system the company has been able to pay out of increased capitalization and the sale of notes and bonds. The stockholders have never been offered an opportunity to take the increase of stock at par and realize many times upon the difference between the bid and the selling price of the shares in the open market. It is believed here that the stockholders of the company will be given this privilege, which in the case of Pennsylvania common will be enormously valuable to the holders of the stock when the issue is made.

NEWEST METHODS TO EXPEL ASHES

A good many of the steamships still employ the old method of boiling the ashes from the boilers to the decks above and dumping them overboard; others mix the ashes with water and pump them up; but both methods are objectionable to the passengers, especially when the wind is blowing in the wrong direction.

The newest of the liners get rid of their ashes by forcing them through the bottom of the hull by means of compressed air. The ashes are received into a hopper along with the clinkers, and are passed along to a crusher which grinds them up. In a watertight casing below is a revolving drum, open as it turns first to the crusher chamber and then to the discharging pipe below. Compressed air, about seventy pounds to the square inch, is applied to the drum just before its opening comes over the discharge pipe, and the ashes are sent into the sea with such force that they sweep clear of the vessel's hull.

CLYDE FITCH NOTED FOR HIS BAD TASTE

Clyde Fitch maneuvered and was as careful of his hands as a prima donna. Once he assumed several roles in a theater by expressing horror at the discovery of a black smudge from the program on the tip of a finger. He had his spike-tailed coat decorated with black braid like gold lace on a court uniform. He crossed his front when in full regalia, too, with a heavy gold watch chain with big diamonds stuck between the links.

Fitch was notorious for his bad taste. It was told that he crammed his town house full of junk which he had bought at fabulous prices for art treasures, and that finally a friend who knew something about art values cleared out the place, altered the wall decorations, gave a harmonious whole and made the house look presentable.

The stable of Fitch's country home is full of near-art objects picked up in Europe. The playright was an easy mark for the picture men and the art dealer, and he was imposed upon in the same way as Richard Mansfield.

CHICKEN QUALITY.

Yellow legs and golden skin, although required in table chickens by the American epicure, are not always appreciated upon British dinner tables. This is of course, a quite unreasonable prejudice, because the integumentary color does not affect the flavor or quality of the flesh.—The Queen.

PRICES TODAY ON NEW YORK EXCHANGE

(Quotations furnished by W. B. Hibbs & Co., bankers and brokers, Hibbs Building, members New York Stock Exchange, Washington Stock Exchange, and Chicago Board of Trade.)

RAILROADS.	
At. Top. & S. Fe. com. 120 1/2	120 1/2
At. Coast Line.....	120 1/2
Balt. & Ohio, com.....	119 1/2
Balt. & Ohio, pref.....	119 1/2
Brook. Rap. Trans.....	78 1/2
Canadian Pacific.....	189 1/2
P. C. & St. L. com.....	119 1/2
Chapman & Ohio.....	88 1/2
Ch. Mil. & St. P. com.....	109 1/2
Ch. & N. W. com.....	129 1/2
Ch. & N. W. pref.....	129 1/2
Del. & R. I. G. com.....	49 1/2
Elrie com.....	34 1/2
Elrie 1st pd.....	49 1/2
Elrie 2nd pd.....	49 1/2
Great North. pd.....	149 1/2
Illinois Central.....	189 1/2
Inter. Metro. pd.....	51 1/2
Kan. C. & St. L. com.....	149 1/2
Louis. & Nashville.....	159 1/2
Mex. Cent. com.....	23 1/2
M. & K. & T. com.....	49 1/2
M. & K. & T. pref.....	49 1/2
M. S. P. & S. M. com.....	109 1/2
M. S. P. & S. M. pref.....	109 1/2
Missouri Pacific.....	89 1/2
N. Y. C. & H. R. com.....	139 1/2
N. Y. C. & H. R. pref.....	139 1/2
N. Y. & West. com.....	47 1/2
N. Y. & West. pref.....	47 1/2
Norfolk & West.....	99 1/2
Norfolk & West. pref.....	99 1/2
Norfolk & West. 2d pd.....	151 1/2
Pennsylvania.....	147 1/2
Penn. & St. L. com.....	147 1/2
Reading com.....	169 1/2
Rock Island com.....	39 1/2
Rock Island pref.....	39 1/2
St. L. & S. W. com.....	79 1/2
St. L. & S. W. pref.....	79 1/2
Southern Ry. com.....	129 1/2
Southern Ry. pref.....	129 1/2
Texas & Pacific.....	39 1/2
Third Ave.....	21 1/2
U. S. & F. M. com.....	71 1/2
U. S. & F. M. pref.....	71 1/2
Union Pacific com.....	204 1/2
Union Pacific pref.....	204 1/2
Wabash com.....	19 1/2
Wabash pref.....	19 1/2
West. Va. com.....	59 1/2
West. Va. pref.....	59 1/2

INDUSTRIALS.

Am. Copper.....	84 1/2
Am. Sugar.....	12 1/2
Am. Can. com.....	12 1/2
Am. Can. pref.....	12 1/2
Am. C. & F.....	79 1/2
Am. Cotton.....	77 1/2
Am. Loco. com.....	59 1/2
Am. S. & R. com.....	99 1/2
Am. S. & R. pref.....	99 1/2
Am. S. & R. 2d pd.....	119 1/2
Am. Tel. & Tel. com.....	149 1/2
Am. Tel. & Tel. pref.....	149 1/2
Am. Tob. com.....	109 1/2
Am. Tob. pref.....	109 1/2
Am. Wire & Cable.....	149 1/2
Am. Wire & Cable pref.....	149 1/2
Col. & H. C. & I. com.....	81 1/2
Col. & H. C. & I. pref.....	81 1/2
Corn Pro. Re. com.....	22 1/2
Corn Pro. Re. pref.....	22 1/2
Dist. Securities.....	30 1/2
Gen. Elec. com.....	169 1/2
Gen. Elec. pref.....	169 1/2
Int. Steam Pump.....	48 1/2
Int. Steam Pump pref.....	48 1/2
Int. Steel com.....	119 1/2
Int. Steel pref.....	119 1/2
Lead com.....	89 1/2
Lead pref.....	89 1/2
Pac. Mail Steam.....	37 1/2
Pac. Mail Steam pref.....	37 1/2
Pec. Gas of Chicago.....	119 1/2
Pec. Gas of Chicago pref.....	119 1/2
Pullman Com. com.....	199 1/2
Pullman Com. pref.....	199 1/2
Rep. I. & S. com.....	47 1/2
Rep. I. & S. pref.....	47 1/2
Rep. I. & S. 2d pd.....	109 1/2
Rep. I. & S. 3d pd.....	109 1/2
S. S. Rubber com.....	49 1/2
S. S. Rubber pref.....	49 1/2
S. S. Rubber 2d pd.....	119 1/2
S. S. Rubber 3d pd.....	119 1/2
S. S. Steel com.....	129 1/2
S. S. Steel pref.....	129 1/2
Utah Copper.....	49 1/2
Utah Copper pref.....	49 1/2
Call Money.....	4 1/4

BONDS.

Am. Tob. 6's.....	99 1/2
Am. Tob. 6's.....	99 1/2
R. & O. Gen 4's.....	99 1/2
R. & O. Gen 4's.....	99 1/2
R. & O. Gen 4's.....	99 1/2
R. & O. Gen 4's.....	99 1/2
Int. Met. 6's.....	84 1/2
Int. Met. 6's.....	84 1/2
Penna. Com. 3 1/2's.....	97 1/2
Penna. Com. 3 1/2's.....	97 1/2
Union P. 6's.....	109 1/2
Union P. 6's.....	109 1/2
Shares to 11 a. m.....	249 1/2
Shares to 12 m.....	419 1/2

THE CURB MARKET.

Quotations furnished by E. F. Hutton & Co., members New York Stock Exchange, Thomas & Hume and E. F. Caverly, joint managers, 1201 F street northwest.

Cumberland Ely.....	119 1/2
Davis Daly.....	119 1/2
Fluorene.....	119 1/2
Goldfield.....	119 1/2
Goldfield Daly.....	119 1/2
Greene Cananea.....	119 1/2
Mines Co. of Amer.....	119 1/2
Nevada Smelt.....	119 1/2
Nipissing Mining.....	119 1/2
Yukon.....	119 1/2
Yukon.....	119 1/2
Yukon.....	119 1/2
Yukon.....	119 1/2

GOVERNMENT SECURITIES.

U. S. 3's Reg. 1909.....	109 1/2
U. S. 3's Reg. 1909.....	109 1/2
U. S. 3's Reg. 1909.....	109 1/2
U. S. 3's Reg. 1909.....	109 1/2
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POTATOES GROWN IN ALL SECTIONS

You have heard of Irish potatoes so long that possibly you think the Irish are the only ones who grow them, but such is not the case.

Like maize or Indian corn, and tobacco, it is to America the world is indebted for this great food staple. Potatoes were cultivated and grown for food in America at a much earlier period than the discovery of America. Potatoes are now grown in practically all parts of the temperate zone, but are believed to be indigenous to tropical or sub-tropical America.

Potatoes were first brought to Europe from Quito, which is practically on the equator, by Spaniards in the beginning of the sixteenth century, and Italy and the Netherlands were ahead of Ireland in growing potatoes.

A slave-trader named Hawkins introduced the potato to Ireland in 1566, and Sir Walter Raleigh took them to England in 1593. Next to the more important cereals, potatoes are the most important food plant raised, and are raised over a more diversified territory. A scientific agriculturist has figured that 1,000 pounds of potatoes may be produced on ground which would produce thirty pounds of wheat. But potatoes are not nearly so nourishing as wheat, and their continued use as the principal article of food is not calculated to produce the best results mentally or physically.—Atchison Globe.

CLINGING GOWNS.

Mrs. Suburb—You don't mean to say that your husband likes you in clinging gowns?

Mrs. Straitly—Indeed he does! He likes them to cling to me for years!—Brooklyn Life.

Wholesale Produce Prices

Eggs, Cheese, and Butter.

Cheese—New York flats, large, per lb. 15c; small, per lb. 14c; 15c; 16c; 17c; 18c; 19c; 20c; 21c; 22c; 23c; 24c; 25c; 26c; 27c; 28c; 29c; 30c; 31c; 32c; 33c; 34c; 35c; 36c; 37c; 38c; 39c; 40c; 41c; 42c; 43c; 44c; 45c; 46c; 47c; 48c; 49c; 50c; 51c; 52c; 53c; 54c; 55c; 56c; 57c; 58c; 59c; 60c; 61c; 62c; 63c; 64c; 65c; 66c; 67c; 68c; 69c; 70c; 71c; 72c; 73c; 74c; 75c; 76c; 77c; 78c; 79c; 80c; 81c; 82c; 83c; 84c; 85c; 86c; 87c; 88c; 89c; 90c; 91c; 92c; 93c; 94c; 95c; 96c; 97c; 98c; 99c; 100c; 101c; 102c; 103c; 104c; 105c; 106c; 107c; 108c; 109c; 110c; 111c; 112c; 113c; 114c; 115c; 116c; 117c; 118c; 119c; 120c; 121c; 122c; 123c; 124c; 125c; 126c; 127c; 128c; 129c; 130c; 131c; 132c; 133c; 134c; 135c; 136c; 137c; 138c; 139c; 140c; 141c; 142c; 143c; 144c; 145c; 146c; 147c; 148c; 149c; 150c; 151c; 152c; 153c; 154c; 155c; 156c; 157c; 158c; 159c; 160c; 161c; 162c; 163c; 164c; 165c; 166c; 167c; 168c; 169c; 170c; 171c; 172c; 173c; 174c; 175c; 176c; 177c; 178c; 179c; 180c; 181c; 182c; 183c; 184c; 185c; 186c; 187c; 188c; 189c; 190c; 191c; 192c; 193c; 194c; 195c; 196c; 197c; 198c; 199c; 200c; 201c; 202c; 203c; 204c; 205c; 206c; 207c; 208c; 209c; 210c; 211c; 212c; 213c; 214c; 215c; 216c; 217c; 218c; 219c; 220c; 221c; 222c; 223c; 224c; 225c; 226c; 227c; 228c; 229c; 230c; 231c; 232c; 233c; 234c; 235c; 236c; 237c; 238c; 239c; 240c; 241c; 242c; 243c; 244c; 245c; 246c; 247c; 248c; 249c; 250c; 251c; 252c; 253c; 254c; 255c; 256c; 257c; 258c; 259c; 260c; 261c; 262c; 263c; 264c; 265c; 266c; 267c; 268c; 269c; 270c; 271c; 272c; 273c; 274c; 275c; 276c; 277c; 278c; 279c; 280c; 281c; 282c; 283c; 284c; 285c; 286c; 287c; 288c; 289c; 290c; 291c; 292c; 293c; 294c; 295c; 296c; 297c; 298c; 299c; 300c; 301c; 302c; 303c; 304c; 305c; 306c; 307c; 308c; 309c; 310c; 311c; 312c; 313c; 314c; 315c; 316c; 317c; 318c; 319c; 320c; 321c; 322c; 323c; 324c; 325c; 326c; 327c; 328c; 329c; 330c; 331c; 332c; 333c; 334c; 335c; 336c; 337c; 338c; 339c; 340c; 341c; 342c; 343c; 344c; 345c; 346c; 347c; 348c; 349c; 350c; 351c; 352c; 353c; 354c; 355c; 356c; 357c; 358c; 359c; 360c; 361c; 362c; 363c; 364c; 365c; 366c; 367c; 368c; 369c; 370c; 371c; 372c; 373c; 374c; 375c; 376c; 377c; 378c; 379c; 380c; 381c; 382c; 383c; 384c; 385c; 386c; 387c; 388c; 389c; 390c; 391c; 392c; 393c; 394c; 395c; 396c; 397c; 398c; 399c; 400c; 401c; 402c; 403c; 404c; 405c; 406c; 407c; 408c; 409c; 410c; 411c; 412c; 413c; 414c; 415c; 416c; 417c; 418c; 419c; 420c; 421c; 422c; 423c; 424c; 425c; 426c; 427c; 428c; 429c; 430c; 431c; 432c; 433c; 434c; 435c; 436c; 437c; 438c; 439c; 440c; 441c; 442c; 443c; 444c; 445c; 446c; 447c; 448c; 449c; 450c; 451c; 452c; 453c; 454c; 455c; 456c; 457c; 458c; 459c; 460c; 461c; 462c; 463c; 464c; 465c; 466c; 467c; 468c; 469c; 470c; 471c; 472c; 473c; 474c; 475c; 476c; 477c; 478c; 479c; 480c; 481c; 482c; 483c; 484c; 485c; 486c; 487c; 488c; 489c; 490c; 491c; 492c; 493c; 494c; 495c; 496c; 497c; 498c; 499c; 500c; 501c; 502c; 503c; 504c; 505c; 506c; 507c; 508c; 509c; 510c; 511c; 512c; 513c; 514c; 515c; 516c; 517c; 518c; 519c; 520c; 521c; 522c; 523c; 524c; 525c; 526c; 527c; 528c; 529c; 530c; 531c; 532c; 533c; 534c; 535c; 536c; 537c; 538c; 539c; 540c; 541c; 542c; 543c; 544c; 545c; 546c; 547c; 548c; 549c; 550c; 551c; 552c; 553c; 554c; 555c; 556c; 557c; 558c; 559c; 560c; 561c; 562c; 563c; 564c; 565c; 566c; 567c; 568c; 569c; 570c; 571c; 572c; 573c; 574c; 575c; 576c; 577c; 578c; 579c; 580c; 581c; 582c; 583c; 584c; 585c; 586c; 587c; 588c; 589c; 590c; 591c; 592c; 593c; 594c; 595c; 596c; 597c; 598c; 599c; 600c; 601c; 602c; 603c; 604c; 605c; 606c; 607c; 608c; 609c; 610c; 611c; 612c; 613c; 614c; 615c; 616c; 617c; 618c; 619c; 620c; 621c; 622c; 623c; 624c; 625c; 626c; 627c; 628c; 629c; 630c; 631c; 632c; 633c; 634c; 635c; 636c; 637c; 638c; 639c; 640c; 641c; 642c; 643c; 644c; 645c; 646c; 647c; 648c; 649c; 650c; 651c; 652c; 653c; 654c; 655c; 656c; 657c; 658c; 659c; 660c; 661c; 662c; 663c; 664c; 665c; 666c; 667c; 668c; 669c; 670c; 671c; 672c; 673c; 674c; 675c; 676c; 677c; 678c; 679c; 680c; 681c; 682c; 683c; 684c; 685c; 686c; 687c; 688c; 689c; 690c; 691c; 692c; 693c; 694c; 695c; 696c; 697c; 698c; 699c; 700c; 701c; 702c; 703c; 704c; 705c; 706c; 707c; 708c; 709c; 710c; 711c; 712c; 713c; 714c; 715c; 716c; 717c; 718c; 719c; 720c; 721c; 722c; 723c; 724c; 725c; 726c; 727c; 728c; 729c; 730c; 731c; 732c; 733c; 734c; 735c; 736c; 737c; 738c; 739c; 740c; 741c; 742c; 743c; 744c; 745c; 746c; 747c; 748c; 749c; 750c; 751c; 752c; 753c; 754c; 755c; 756c; 757c; 758c; 759c; 760c; 761c; 762c; 763c; 764c; 765c; 766c; 767c; 768c; 769c; 770c; 771c; 772c; 773c; 774c; 775c; 776c; 777c; 778c; 779c; 780c; 781c; 782c; 783c; 784c; 785c; 786c; 787c; 788c; 789c; 790c; 791c; 792c; 793c; 794c; 795c; 796c; 797c; 798c; 799c; 800c; 801c; 802c; 803c; 804c; 805c; 806c; 807c; 808c; 809c; 810c; 811c; 812c; 813c; 814c; 815c; 816c; 817c; 818c; 819c; 820c; 821c; 822c;